

UNIFIED PLANNING WORK PROGRAM FY 2006

WAMPO

Wichita Area Metropolitan Planning Organization

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INTRODUCTION

The United States Department of Transportation, through its modal administrations, require the development of an annual Unified Planning Work Program (UPWP) to describe Intermodal comprehensive transportation planning in areas with population greater than 50,000. The UPWP originated from the Federal-Aid Highway Act of 1973 and is prepared annually to describe the ongoing transportation planning process. SAFETEA-LU is the most recent law establishing federal transportation policy and funding authorizations.

As the designated Metropolitan Planning Organization (MPO) for the Wichita Metropolitan Area, the Wichita Area Metropolitan Planning Organization (WAMPO) is responsible under Section 134 of Title 23, United States Code, for carrying out a "continuing, cooperative and comprehensive" (3-C) transportation planning process. This process should result in plans and programs that consider all transportation modes, and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods. This document is intended to help facilitate that process. The UPWP serves as the statement of work for federally funded transportation planning activities.

PURPOSE AND DURATION OF THE UPWP

The UPWP for the Wichita Metropolitan Area identifies the work tasks undertaken by the WAMPO to address metropolitan area transportation planning. These work tasks will be conducted over the course of the fiscal year of January 1, 2006 through December 31, 2006.

PARTICIPATING AGENCIES

The following agencies have roles in the development, implementation, approval of, and/or funding of this UPWP:

U.S. DEPARTMENT OF TRANSPORTATION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly approve the UPWP. These two federal agencies provide valuable input into the process leading to the development of this document.

FHWA develops regulations, policies, and guidelines to achieve safety, access, economic development, and other goals of FHWA programs, and provides technical training, education, and assistance to state and local transportation agency managers and WAMPO staff.

The FTA provides leadership, technical assistance and financial resources for safe, technologically advanced public transportation that enhances all citizens' mobility and accessibility, improves America's communities and natural environment, and strengthens the national economy.

KANSAS DEPARTMENT OF TRANSPORTATION

KDOT serves as the liaison between the MPO, the State, and the USDOT. The MPO works cooperatively with KDOT on various transportation tasks, which include: Transportation Improvement Programs (TIP), Long Range Transportation Plans (LRTP), travel demand modeling, air quality issues, and congestion management systems. KDOT is the recipient of federal planning funds and the MPO's are sub recipients of these funds. Therefore KDOT provides grant oversight of federal planning funds. KDOT also reviews and approves UPWP's and TIP's before requesting concurrency from FHWA and FTA.

WICHITA TRANSIT

Wichita Transit (WT) provides public transit and paratransit services within the City of Wichita. The transit system currently operates 51 buses and 26 wheelchair lift vans on 18 fixed routes, 18 demand-response paratransit routes operated by the department, and 5 paratransit vans operated under a lease program with other social service agencies. Annually, WT carries over two million passengers on the fixed route bus service, and over 320,000 disabled passengers on paratransit vans.

WAMPO PLANNING AREA

For purposes of transportation planning, WAMPO's jurisdiction is limited to the area shown in Appendix C. The metropolitan planning area has a population of approximately 461,000 with 1,036 square miles and includes the cities of Andover (and an area surrounding Andover in Butler County), Mulvane (and an area surrounding Mulvane in Sumner County), the metropolitan communities in Sedgwick County, and unincorporated Sedgwick County.

WAMPO STAFF

The WAMPO staff is housed in the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD). MAPD is composed of three Divisions - the Transportation Division, the Advanced Plans Division, and the Current Plans Division. Appendix E illustrates the staff composition of WAMPO.

TRANSPORTATION DIVISION

This Division provides transportation planning support to all jurisdictions within the planning area. It is also responsible for the LRTP, the TIP, and the UPWP, Travel Demand Modeling, traffic monitoring, and major transportation studies and corridor planning studies. This Division provides technical assistance to other departments, agencies, and the general public.

The Transportation Division works on air quality and public involvement activities for the WAMPO, and facilitates intergovernmental planning between federal, state, and local entities. It also coordinates with the KDOT on Urban Area Boundaries, and the Federal Roadway Functional Classification map. When/if considered a non-attainment area; the WAMPO will coordinate with KDOT on development of a work plan to include designation of responsible parties.

ADVANCED PLANS DIVISION

For the WAMPO, the Advanced Plans Division provides land use, socioeconomic, and demographic information and data. The division also assists the MPO with generation of reports and graphic displays. In relation to transportation planning this Division is responsible for researching and analyzing growth and development of the planning area. In addition, they are responsible for analyzing and providing employment, land use, and population projections, and activities leading to the LRTP.

TRANSPORTATION PLANNING PROCESS

The WAMPO's transportation planning process is an ongoing, evolving process. A major step in the process is the development and adoption of the Long Range Transportation Plan (LRTP). Contributing to the LRTP are the outputs of the Congestion Management System as well as other management systems. Projections of regional land use, population, and employment provide another key input to the LRTP, since they determine to a large extent the future transportation needs of the region. The process also involves an extensive public outreach effort to identify community issues, concerns, and priorities. The LRTP provides the basis for development of the Transportation Improvement Program (TIP), which is a financially constrained list of projects to be funded and implemented. The TIP must be consistent with

the LRTP. Once projects are included in the current TIP, they may proceed to implementation, which in turn result in changes in system condition and performance that may be reflected in the management systems. These changes, as well as new land use, population, and employment forecasts, require periodic updates to the LRTP. The LRTP should be updated at a minimum of every five years, but may be revised more frequently.

METROPOLITAN PLANNING FACTORS

The transportation planning process must explicitly address eight planning factors identified by SAFETEA-LU:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the surface transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

UPWP WORK ELEMENTS / TASK DESCRIPTIONS

1.0 Program Support and Administration

Program Objective:

Provide overall management of WAMPO's transportation planning program, and ensure compliance with applicable federal and state requirements. Administer federal funding in a lawful manner. Support various transportation related committees and ensure communications among and between the committees. Manage the staff contributing to planning activities.

1.1 Technical and Staff Support for The MPO and Membership

Program Objective:

Provide overall management of the WAMPO transportation planning program, and ensure compliance with applicable federal and state requirements. Provide support for the various transportation and MPO related boards, committees and forums, and ensure communications among and between the committees. Acquire and administer grants and funding resources.

Previous Work

1. Participated in and provided meaningful input into the project selection and ranking process of the Coordinated Transit District (CTD) 12.
2. Assisted WT with Transit Mobility issues and recommendations.
3. Provided WT with documentation and statistical data for re-certification and civil rights compliance under Title VI.
4. Provided organizational options to the WAMPO Policy Body to reflect expansion of the planning area through an Agreement Document.
5. Adopted Bylaws for expanded membership of the MPO Policy Body.

Activities:

1. Prepare and coordinate the adoption of the annual UPWP and supporting grant applications.
2. Maintain required MPO documentation and reporting for project and program grant administration in compliance with federal regulations.
3. Prepare and/or update the civil rights compliance assurances under Title VI.
4. Preparation of quarterly and annual work program progress reports and billings for transmittal to KDOT, as required in the consolidated planning grants.
5. Attend pertinent planning seminars and workshops as needed.
6. Procurement of equipment, supplies, contractors, etc. as needed.
7. Update and amend Bylaws for expanded membership of the TAC.
8. Staff support to various meetings.
9. Review, update, develop as appropriate a prospectus/agreement as outlined in 23CFR 450.314(c).

Products:

1. Development and approval of FY 2007 UPWP and annual budget.
2. FY 2005 final progress report.
3. Quarterly FY 2006 work progress reports and billings.
4. Provide Title VI non-discrimination assurances.
5. Maintain records and documents of MPO reorganization, provision of a multi-jurisdictional forum, and development of procedures, bylaws, and memorandums.
6. Bylaws for expanded membership of TAC.
7. Development of Cooperative Planning Agreements (23 CFR 450.314(c)).

1.2 Public Involvement

Program Objective:

To gain input from the general public in transportation planning; to comply with the federal and local public participation requirements; to provide opportunities for convenient public access to review and comment on the WAMPO planning and programming documents, and the data and processes leading to those documents. This is a continuing work item.

Previous Work

1. Adopted public involvement policy and process guidelines.
2. Meetings and presentations with the WAMPO Policy Body and the TAC.
3. Conducted public meetings and provided opportunity for public comment and review on relevant WAMPO activities.

Activities:

1. Update and maintain the Public Involvement Policy (PIP) adopted on February 10, 2005.
2. Provide opportunity for public comment and review of the revised PIP.
3. Establish and maintain a record-keeping system that documents official actions of transportation planning processes and related public review.
4. Advertise the availability of draft documents for public review and comment. Provide liaison with, and attend meetings of public and private interest groups as needed.
5. Develop and maintain informational program to educate and involve the public on the organization and functioning of an MPO. This is an ongoing activity.
6. Provide adequate notice of WAMPO activities as outlined in the PIP.
7. Develop and refine outreach activities for underserved segments of communities.
8. Research potential analytical processes to evaluate the effects of development and transportation investments on communities, from the environmental justice perspective.
9. Develop internet formats as an information and participation medium, and explore options for the WAMPO web page.
10. Prepare and maintain a database of community stakeholders for mail and electronic notification of transportation activities.

Products:

1. Presentations to various groups, distribution of information booklets, newsletters, and flyers as part of the informational program. This may be a multi-year project.
2. Design a logo for the WAMPO through the informational program.
3. Design and maintain web page for WAMPO.

2.0 Comprehensive Planning and Research

Program Objective:

Areas covered include long range travel forecasting and modeling, appropriate database development and maintenance for transportation in the entire planning area, system analysis, sketch planning, development or revision of system plans, and activities leading to the LRTP, and travel demand management activities.

2.1 Data Collection, Monitoring and Land Use Forecasting

Program Objective:

Acquisition and development of information for regional policy and transportation planning areas. These areas include demographic analysis and non-transportation modeling and forecasting activity for land use, housing, human services, environmental and natural resources, recreation and open space, public facilities and utilities.

Previous Work:

1. 2005 Report on Annual Development Trends.
2. 2004 Key Indicators of Community Change Report.
3. Update and forecast population, dwelling unit, and employment databases.
4. Northwest Bypass population and employment analysis.

Activities:

1. Prepare future year estimates for socio-economic and demographic data.
2. Update key indicators of transportation development and community change reports.
3. Update databases on current population, employment, and land use in the planning area.
4. Continue to disseminate socioeconomic data for internal, public, and external agency use.
5. Use Geographic Information Systems (GIS) updates and demographic studies as an analytical and data management tool in spatial work projects including LRTP updates and demographic studies. Coordinate and prepare sub-area plans.
6. Assist in the implementation of access and mobility components of neighborhood plans.
7. Coordinate land use and growth plans of all member jurisdictions and incorporate into the LRTP, comprehensive plan, and the transportation demand model as needed.
8. Facilitate municipal forum discussions related to land use and transportation infrastructure planning.

Products:

1. 2006 Report on Annual Development Trends.
2. 2006 Key Indicators of Community Change Report.
3. Demographic projections.
4. Future land use growth scenarios.
5. Review of Census Transportation Planning Package data: prepare summary reports as needed.
6. Development of updated employment database.

3.0 Long Range Transportation and Systems Planning

3.1 Long Range Transportation Plan

Program Objective:

The LRTP provides the basis for transportation investment of regionally significant projects and programs within the planning area. The LRTP is updated at least every five years. The 2005 update to the 2030 LRTP was adopted in August 2005. The LRTP addresses various modes of transportation as well as the safety and security of the region's transportation system. This is a continuing work element.

Previous Work:

1. Development of a computer model transportation network.
2. Model calibration based on an expanded network and updated demographic and employment data.
3. Updated the transportation planning models and databases for travel demand modeling by verifying trip generation rates, updating the speed capacity tables, investigating alternative modeling techniques, and continuation of the updates to the transportation network for the metropolitan region using QRS software.
4. 2030 land use and socio-economic data forecast.
5. Produced the new 2030 LRTP.
6. Adopted the Federal Roadway Functional Classification Map to reflect changes in the UZA Boundary, and regional travel patterns.
7. Received input from stakeholders and presented at TAC meetings.

Activities:

1. Prepare a report and newsletter highlighting transportation system changes, existing traffic problems, and state of the transportation system.
2. Evaluate existing development trends in land use and their impacts on the existing and planned transportation network.
3. Provide opportunities for an open, inclusive process assuring continuing, comprehensive, and cooperative decision making with members of the community.
4. Conduct travel demand studies for future scenarios based on best available demographic and growth scenarios.
5. Revise and update the existing 2030 LRTP as required.
6. Present findings from technical studies to the Technical Advisory Committee and the WAMPO Policy Body.

Products:

1. Reports and analysis on current status and future transportation needs.
2. Develop comprehensive map of the road system showing network designations.
3. Update of the travel demand computer model.

3.2 Intelligent Transportation Systems

Program Objective:

To update and maintain the regional architecture, coordinate planning and design studies and the programming of Federal, State, and local funds. This is a continuing work element, and may include multi-year activities.

Previous Work:

1. Adoption of the Regional ITS Architecture.
2. Review of the AVL/MDT study.

3. Review and research of scope of services for the Signals Update and RA projects.
4. Coordination among member jurisdictions.
5. Incorporated the Regional ITS Architecture into the 2030 LRTP.

Activities:

1. Coordinate activities between partnering jurisdictions, and propose projects and studies under the ITS set-aside and federal funding category.
2. Manage the financial distribution of the ITS set-aside and federal earmarks funds.
3. Amend the ITS architecture, as needed.
4. Seek funding opportunities and prepare funding applications as needed.
5. Work with Federal and State officials in the administration of previously secured federal ITS earmarked funds.
6. Emphasize safety and security, one of the Planning Emphasis Areas (PEA) for 2005, in the planning and design of the Advanced Transportation Management System (ATMS).
7. Maintaining the Regional ITS Architecture.
8. Coordinate ITS projects with regional agencies to include billing and reporting as required.

Products:

1. Amended ITS architecture.

3.3 Air Quality Planning

Program Objective:

Improve awareness of air quality issues and develop the technical and analytical capabilities of staff. This is a continuing work element.

Previous Work:

1. Completion of a baseline emissions inventory of air quality in the region.
2. Listing voluntary emissions reduction strategies for Air Quality, and assisting the Air Quality Improvement Task Force (AQITF) to establish priorities.

Activities:

1. Continue efforts leading to the development of air quality modeling, evaluation, and programming capabilities.
2. Participate in Voluntary Ozone Reduction Task Force, and assist in developing local emission reducing priorities.
3. Participate in EPA Air Quality Committee.
4. Continue to inform and apprise the MPO and the governing bodies on air quality issues.
5. Review opportunities for activities to promote awareness of air quality issues.
6. Provide support to the Policy Body member on the AQITF.
7. Participate in voluntary emission reduction strategies for Air Quality and assist the Air Quality Improvement Task Force to establish priorities.

Products:

1. Local project sponsor shall develop a report on the project's congestion mitigation and air quality benefits.
2. CMAQ project selection criteria (may be multi-year activity).

3.4 Transit and Paratransit Planning

Program Objective:

Assist and participate in public transportation and transportation activities and planning for the elderly, handicapped, and low-income members of the community. Provide alternative transportation options to the private motorized vehicle.

Previous Work:

1. Assisted WT with grant applications.
2. Assisted WT and CTD #12 to provide public transportation.
3. Participation in the Wichita Transit Mobility Advisory Task Force.
4. Include transit projects in the TIP.
5. Assisted WT in ITS related projects.
6. Assist WT in producing documents for Title VI self-certification review.
7. MOU developed between the MPO and WT on planning duties in August 2005.

Activities:

1. Assist the CTD # 12 to review and rank project applications for submission to KDOT.
2. Attend the CTD # 12 meetings and assist as requested.
3. Provide assistance with WT funding opportunities through the UPWP and TIP.

Products:

1. Annual ranking of CTD # 12 applications for FTA funding.
2. Feasibility study for a centralized, multi-county, maintenance, operations, and scheduling center.

3.5 Congestion Management System

Program Objective:

To monitor traffic flow on CMS network and to evaluate the type and severity of congestion within the region, identify and recommend mitigation options and alternatives, and encourage local jurisdictions implement selected strategies. This is a continuing work element.

Previous Work:

1. Research tools and programs to gather data on arterial streets.
2. Developed and adopted a CMS policy.
3. Conducted a pilot study using GPS, GIS, and data logging software.
4. Developed and adopted a CMS toolbox.
5. Incorporated CMS in the 2030 LRTP.
6. Monitored the traffic count program for the WAMPO's urbanized area.

Activities:

1. Review, and update the CMS Policy for the WAMPO region.
2. Perform speed and delay studies along select arterial streets and highways using GPS and "floating car" method procedures.
3. Incorporate traffic forecasts data into the CMS activities.
4. Incorporate traffic count programs administered by state and local jurisdictions, and map the volume-based congestion areas to verify GPS-based delay studies.

Products:

1. Amendment to the CMS Policy as necessary.
2. Annual report on measured congestion along select arterial streets.

3. Prepare traffic count program guidelines for the region.

3.6 Alternative Transportation Modes

Program Objective:

To exam transportation modes and preservation of corridors for incorporation of alternative transportation methods. Identification of passenger, freight, and goods movement through, and within, the region resulting in strategic and tactical planning to improve this movement. This is a continuing work element.

Previous Work:

1. CKR railroad right of way has been preserved through interim trail use.
2. Meetings have occurred with proposed intermodal and multi-modal advocates.
3. Meetings and discussions with BNSF and the K&O Railroad to identify alternative freight routes in NW Wichita.
4. 21st Street Corridor Revitalization Study and review of transportation railroad infrastructure options.

Activities:

1. Determine the existing and future needs for intermodal, multi-modal, and freight facility planning and projects.
2. Develop an RFP and select a consultant for the Rail-Crossings study in the southern planning area.
3. Right of way acquisition during roadway reconstruction and development for trail and other transportation modes.
4. Monitor passenger rail environment and events; monitor other rail related and potentially innovative transportation modes.
5. Continue right of way preservation on abandoned railway right of way by submitting applications for Notice of Interim Trail Use (NITU), as needed.

Products:

1. Railbanking agreements with railroads to secure corridors for rails-to-trails in lieu of abandonment as opportunities arise.
2. Rail-Crossings study. This may be a multi-year project.

3.7 Travel Demand Modeling and Forecasting

Program Objective:

To analyze and forecast traffic and travel demand on the transportation network. To maintain and improve socio-economic and land-use models on the transportation network.

Previous Work:

1. Expansion of the physical network to include all arterial streets in the planning area.
2. Integration of 2002 demographic and employment attributes into TAZs.

Activities:

1. Convert existing GNE/ QRS travel demand forecast model to TransCAD.
2. Calibrate and validate the transportation forecast/demand model using TransCAD.
3. Run the "Existing & Committed" network for 2002 in TransCAD.
4. Establish future land use scenarios and compute socio-economic data by TAZs for each scenario.

5. Evaluate and update the transportation planning models and databases for travel demand modeling.
6. Provide information and technical support to local authorities on projected traffic volume.

Products:

1. Analysis of current and future changes in the travel demand model.
2. Listing of capacity-related transportation facility deficiencies and needs, as a part of the LRTP.
3. Calibrated and validated model.

4.0 Short Range Transportation and Project Planning

Program Objective:

To develop a detailed and financially constraint program of transportation projects, drawn from all elements of the community, which is consistent with the LRTP; the projects in the first three-years must be financially constrained. To establish and maintain an efficient TIP amendment process. To ensure opportunities for public input, review, and comment related to TIP. This is a continuing work element.

4.1 Transportation Improvement Program (TIP)

Program Objective:

The development and adoption of a TIP with a three-year triennial element and two out-years for project programming. The TIP is a process for selecting and scheduling all federally funded and regionally significant projects in a manner consistent with the LRTP. The TIP is updated every two years and amended as required.

Previous Work:

The TIP is an annual work item. The current TIP was adopted on November 17, 2005. There have been four amendments in 2005. A new TIP will be developed no later than November 2007 as per requirements outlined in SAFETEA-LU.

Activities:

1. Review and rank project applications from the cities and counties.
2. Develop PSC and select projects.
3. Amend TIP as necessary.
4. Call for projects and arrange a workshop for public involvement.
5. Incorporate public involvement process in development of the TIP.
6. Provide a list of projects obligated in the past federal fiscal year using federal funds, and make the list available to the public.
7. Develop a TIP Policy document, to include items such as public involvement process, the amendment process etc.
8. Identify TIP projects in relation to Title VI and EJ areas. Work with affected populations to determine benefits and impacts.

Products:

1. An amended TIP document.
2. An adopted PSC.
3. TIP Policy (may be a multi-year activity).
4. Maps showing EJ areas and TIP projects with analysis on the benefits and burdens of proposed projects.

4.2 Traffic Studies**Program Objective:**

To analyze impacts of development proposals to identify mitigating measures. To integrate land use planning activities with transportation planning. To provide information and recommendations to member jurisdictions and other planning and design agencies. This is a continuing work element.

Previous Work:

1. Review traffic impact studies in connection with applications for land development.
2. Provide traffic projections as requested.

Activities:

1. Update and consolidate annual traffic counts, as appropriate.
2. Provide traffic projections and system support for project design, as requested.
3. Assist, coordinate, and review traffic studies.
4. Review regionally significant development applications and subdivision plats for access management, site circulation, and impact assessment on the transportation network.

Products:

1. Corridor and traffic impact studies, as required.
2. Traffic count database.
3. Traffic count map for the planning area. (Ongoing)

4.3 Major Corridor Studies**Program Objective:**

To study the need for future transportation corridors and determine alternatives. To establish route locations and complete environmental documentation.

Previous Work:

1. Conducted traffic impact studies and provided guidance for preservation of ROW.
2. Provided alternative analysis using travel demand forecast model for NW Bypass corridor.
3. Provided alternative strategies for rail separation in the north-central industrial corridor.
4. Review findings and geometric improvements associated with US-81 Corridor study.
5. Development of RFP for SATS and completed consultant hiring process.

Activities:

1. Manage and administer the South Area Transportation Study (SATS), ensuring coordination with local, state, federal and other agencies in the development of environmental documents and appropriate public involvement.

2. Assist Sedgwick County, Butler County, and seven (7) cities with corridor studies along the K-254 highway.
3. Partner with KDOT in the I-235/Kellogg/Central interchange study.
4. Compute traffic projections for use in planning and design of major transportation corridors.
5. SATS activities. This may be a multi-year project.
6. Technical Support. (Ongoing)

Products:

1. Draft report of SATS; this may be a multi-year project.

4.4 Bicycle and Pedestrian Trail and Transportation Enhancements

Program Objective:

Provide a safe, efficient, and convenient bicycle and pedestrian system. Provide alternatives and opportunities to expand the pathway system.

Previous Work:

1. Conduct TE workshop and provide guidance for the TE program.
2. Submitted TE applications to KDOT through the TAC and MPO review process.
3. Coordinated with railroad authorities and FRA for railroad abandonment.
4. Secured railbanking on segments of the CKR corridor in west Wichita and the BNSF track in east Wichita.
5. Developed and provided bike and pedestrian maps for distribution.

Activities:

1. Explore possibilities to expand bicycle and pedestrian trail system through out the MPO planning region.
2. Develop a bicycle and pedestrian facility study in the planning area.
3. Conduct TE workshop and provide guidance for the TE program, as appropriate.

Products:

1. Bicycle/Pedestrian Plan for the WAMPO planning area. This may be a multi-year project.
2. TE application submission to KDOT.
3. TE application guideline.

4.5 KDOT Local Partnership Program

Program Objective:

Partner with KDOT to facilitate project applications, as required.

Previous Work:

1. Provided assistance through out the planning region to prepare applications for KLINK, Geometric Design and Economic Development funding.
2. Assisted KDOT in the field review of application projects.

Activities:

1. Assist local jurisdictions in the project application process.
2. Present project applications to TAC and WAMPO for submission to KDOT.

Products:

1. Local partnership project applications.

4.6 Special Projects and Reports

Program Objective:

To prepare reports and applications that assist in implementing projects and program objectives of the LRTP.

Previous Work:

1. Annual status report for the Arkansas River Pedestrian Bridge project TCSP.

Activities:

1. Prepare the annual Transportation and Community, and System Preservation (TCSP) report for the two pedestrian bridges that cross the Arkansas and Little Arkansas Rivers.
2. Assist in efforts to seek federal or state funding.
3. Assist the Kansas World Trade Center activities as appropriate.

Products:

1. Annual Arkansas River Pedestrian Bridge project TCSP report and project analysis upon completion of the project.
2. Reports and analysis as required to aid regional transportation.

5.0 Transit Exclusive – Wichita Transit Programs and Projects

5.1 Section 5307 Funded Planning Activities

Program Objective:

To plan for an effective, convenient and accessible public transportation system. This is a continuing work element.

Previous Work:

1. Use the Advocate Committee for Transportation Activities (ACTA) for ADA issues and concerns.
2. Monitor Wichita Transits performance relative to meeting the provision of service requirements of The ADA.
3. Certification and recertification of ADA Paratransit eligible persons criteria based on a client's functional ability to use Wichita Transit's accessible fixed route buses.
4. Continue ADA Paratransit Eligibility criteria based on client's functional ability to use Wichita Transit accessible fixed route buses.

Activities:

1. Study the feasibility of placing bicycle racks on fixed route buses.
2. Evaluate current disability awareness and sensitivity training provided to paratransit drivers and other staff of transportation providers.
3. Prepare transit elements for TIP.
4. ITS: Participation in processes establishing a regional architecture.
5. Implement Operations Management Information Systems (OPS-MIS) / Customer Service / Maintenance Management Information Systems (MAIN-MIS).
6. Complete an Automatic Vehicle Locator (AVL) Study.
7. Participate in locally coordinated Emergency Plan exercises.
8. Implement video security systems in the Transit Operations Center and on fixed route buses and on Paratransit vans.
9. Retain a consultant to complete the Transit Development Program (TDP).
10. Study the feasibility of a Downtown Shuttle.
11. Continue Vanpooling activities through Access to Jobs.
12. Continue Park and Ride reviews.
13. Initiate Northeast Corridor BRT Study.
14. Placement of Shelters/Benches throughout the City.
15. Certify new and recertify existing paratransit clients using a new eligibility application and process.
16. Preparation of on-time performance reports.
17. Implement vanpool program for the Access to Jobs Program.
18. Evaluate the feasibility of providing evening transit service to Access customers.
19. Title VI analysis to determine service delivery to minority and economically disadvantaged areas of Wichita.

Products:

1. Complete transition to Data Stream maintenance MIS reporting system.
2. Replacement of old benches, installation of additional shelters, and assuring ADA accessibility compliance.
3. Providing baseline information regarding the numbers of elderly and disabled persons currently using the communities various transportation services.
4. A paratransit customer database characterized by individuals who meet paratransit eligibility requirements identified in The ADA.
5. Achieving the intent of the ADA to mainstream disabled persons to accessible fixed route transit.

6. Travel training to assist persons who have been determined not to be eligible for paratransit services.
7. On-time performance reports.
8. Vanpooling ACCESS clients to places of employment.
9. Evening transit services for ACCESS clients will more fully meet client needs.
10. Identification of load factors and assessment of the effect of possible service changes on minority and low-income populations.
11. Title VI certification by FTA.

Appendix A TRANSPORTATION PLANNING PROCESS CERTIFICATION STATEMENT

The Wichita Area Metropolitan Planning Organization (WAMPO) hereby certifies that it is carrying out a continuing, cooperative, and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- (1) Section 134 of Title 23, U.S.C., Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and 23 CFR Part 450;
- (2) Section 174 and 176(c) and (d) of Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurances executed by the State of Kansas under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) (and subsequent sections of the Transportation Equity Act for the 21st Century, TEA-21, approved on June 9, 1998) regarding the involvement of disadvantaged business enterprises (DBEs) in FHWA and FTA funded projects (Public Law 97-424, Section 105(f); 49 C.F.R. Part 23); and
- (5) The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37 and 38).

Ronald Marnell, WAMPO Chairperson

Appendix B CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Ronald Marnell, WAMPO Chairperson, hereby certify on behalf of the Wichita Area Metropolitan Planning Organization that to the best of my knowledge:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

The certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code.

Executed this xth day of December 2005.

By _____,

WAMPO Chairperson

WAMPA Transportation Planning Boundary

Metropolitan Planning Boundary
Urbanized Area

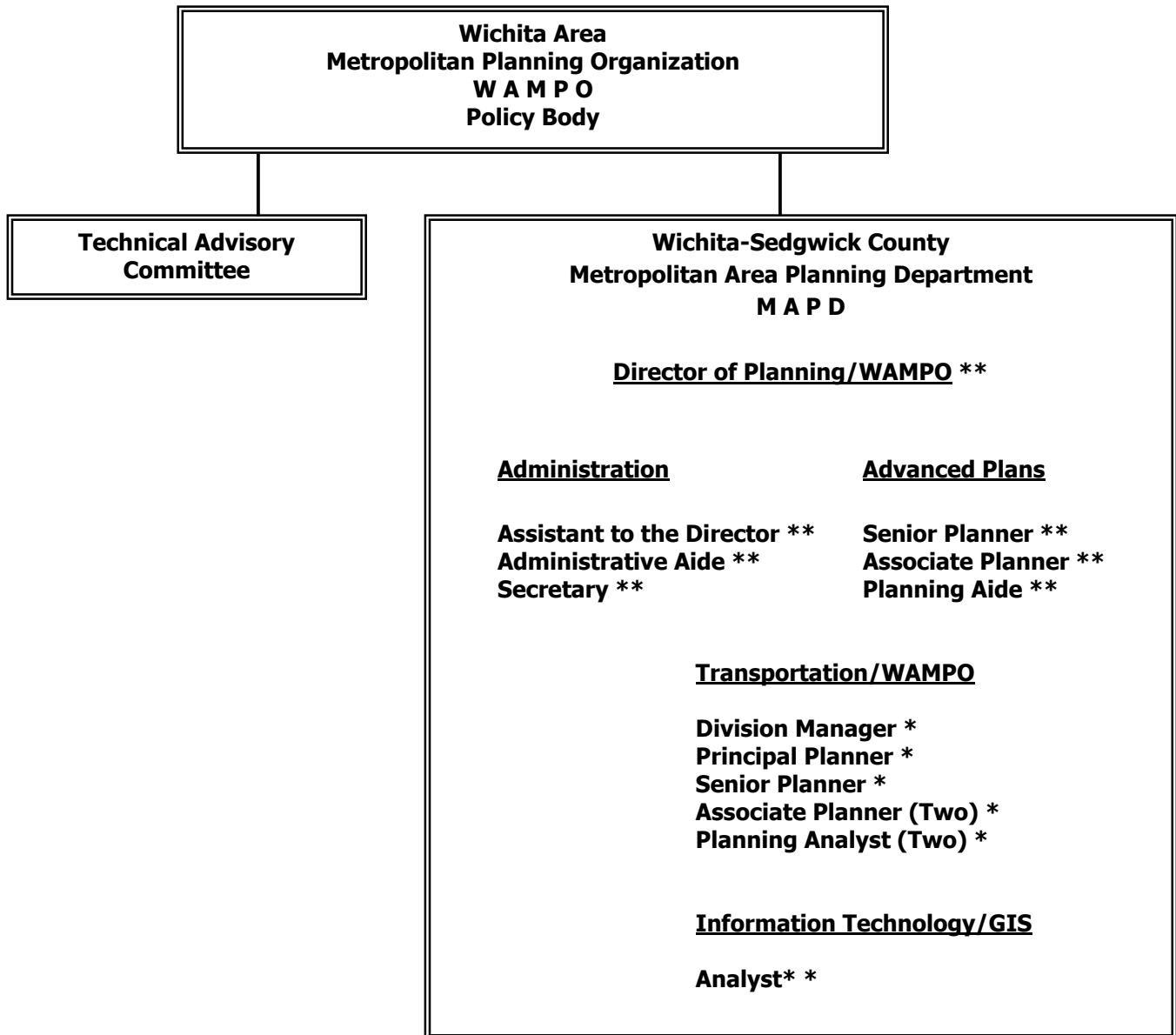
Scale: 0 to 5 Miles

Map showing the Wampanoag Metropolitan Planning Area (MPA) boundary and urbanized areas. The map includes major roads, cities, and surrounding counties. The MPA boundary is shown in blue, and urbanized areas are shown in light blue. Major cities include Wampanoag, Attleboro, and Mattapan. Surrounding counties include Suffolk, Essex, and Middlesex.

Appendix D FUNDING SUMMARY

Wichita Area Metropolitan Planning Organization									
*Note: Funds are rounded up in calculations.		MAPD						WT	
		UPWP Salary	Gen Fund	Contractual	Commodities	Capital	Consultants - Soft Match	Subtotal	Transit Planning Salaries & Benefits
Task 1.0 Program Support/Admin.									
	1.1	\$37,589	\$45,139	\$209,070	\$25,500	\$17,000		\$334,298	\$334,298
	1.2	\$63,922	\$ 28,489					\$92,410	\$92,410
								\$426,709	\$426,709
Task 2.0 Comprehensive Planning/Research									
	2.1	\$15,196	\$63,627					\$78,823	\$78,823
								\$78,823	\$78,823
Task 3.0 Long Range Transportation/System Planning									
	3.1	\$34,396	\$11,686					\$46,082	\$46,082
	3.2	\$34,396	\$44,857					\$79,253	\$79,253
	3.3	\$34,396						\$34,396	\$34,396
	3.4	\$34,396		\$60,000				\$94,396	\$94,396
	3.5	\$34,396						\$34,396	\$34,396
	3.6	\$34,396						\$34,396	\$34,396
	3.7	\$34,396						\$34,396	\$34,396
								\$357,318	\$357,318
Task 4.0 Short Range Transportation/Project Planning									
	4.1	\$34,396						\$34,396	\$34,396
	4.2	\$34,396						\$34,396	\$34,396
	4.3	\$34,396	\$11,686					\$46,082	\$46,082
	4.4	\$34,396						\$34,396	\$34,396
	4.5	\$34,396						\$34,396	\$34,396
	4.6	\$34,396						\$34,396	\$34,396
								\$218,065	\$218,065
Task 5.0 Transit Programs/Projects									
	5.1							\$0	\$1,096,902
								\$0	\$1,096,902
Task Total									\$2,177,816
UPWP Funds Subtotal		\$563,860		\$269,070	\$25,500	\$17,000		\$875,430	\$1,752,951
Local Match Subtotal			\$205,484					\$205,484	\$424,865
Special Funding									
Task 3.6 Long Range Transportation/System Planning							\$600,000	\$600,000	\$600,000
Task 4.3 Short Range Transportation/Project Planning							\$200,000	\$200,000	\$200,000
Task 4.4 Short Range Transportation/Project Planning							\$171,000	\$171,000	\$171,000
Subtotal SATS NCPD Grant 2003							\$971,000	\$971,000	\$971,000
KS Toll Credits Soft Match							\$194,200	\$194,200	\$194,200
Total NCPD							\$1,165,200	\$1,165,200	\$1,165,200
Task 3.4 Long Range Transportation/System Planning (See above)									
KS Match							\$15,000	\$15,000	\$15,000
Total Match Transit Feasibility Funds							\$15,000	\$15,000	\$15,000
TOTAL EXPENSES		\$563,860	\$205,484	\$269,070	\$25,500	\$17,000	\$1,180,200	\$2,261,114	\$3,358,016
FUNDING SOURCES									
PL & 5303 (80%)		\$563,860		\$269,070	\$25,500	\$17,000			\$875,430
FTA 5307 (80%)									\$877,521
Local Match			\$205,484						\$219,381
NCPD Grant							\$971,000		\$971,000
KS Toll Credits Soft Match							\$194,200		\$194,200
KDOT Transit Match							\$15,000		\$15,000
TOTAL ALL SOURCES		\$563,860	\$205,484	\$269,070	\$25,500	\$17,000	\$1,180,200	\$2,261,114	\$3,358,016

Appendix E ORGANIZATION OF WAMPO HOUSED IN MAPD



CPG Planning Funds

* = 100% Federal funding

** = Less than 100% Federal funding

Appendix F MAJOR WORK ACCOMPLISHMENTS IN 2005

- Adopted PIP on February 10, 2005 and included public involvement in the new LRTP development process, TIP amendment process and other programs as appropriate. Also developed a Public Involvement Toolbox.
- Adopted the CMS Policy of February 10, 2005 and conducted a pilot study using GPS, GIS, and Trav Time Software. Also developed and adopted a CMS Toolbox.
- Completed and adopted the Regional ITS Architecture on May 26, 2005.
- Adopted the Federal Roadway Functional Classification Map on July 28, 2005 to reflect changes in the urbanized boundary and roadway classifications. FHWA approval August 15, 2005.
- Completed and adopted the new 2030 LRTP on August 25, 2005.
- Initiated call for projects and conducted TIP and TE workshops.
- Adopted TIP document on November 17, 2005.
- Continued development of the Project Selection Criteria.
- Developed RFP and worked consultant for the South Area Transportation Study.
- Partnered with KDOT in the I-235/Kellog/Cental interchange study.

Appendix G SCHEDULE OF MEETINGS

TAC Meeting	WAMPO Policy Body Meeting
January 3, 2006	January 19, 2006
January 30, 2006	February 16, 2006
February 27, 2006	March 16, 2006
April 3, 2006	April 20, 2006
May 1, 2006	May 18, 2006
May 30, 2006	June 15, 2006
July 3, 2006	July 20, 2006
July 31, 2006	August 17, 2006
September 5, 2006	September 21, 2006
October 2, 2006	October 19, 2006
October 30, 2006	November 16, 2006
December 4, 2006	December 21, 2006

Appendix H ACRONYMS

"3C"	Continuing, Comprehensive, and Cooperative
ACTA	Advocate Committee for Transportation Activities
ADA	Americans with Disabilities Act
AQ	Air Quality
ATMS	Advanced Transportation Management System
AVL	Automatic Vehicle Location
CAAA	Clean Air Act Amendments of 1990
CCT	Coordinating Committee for Transportation Planning
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CPG	Consolidated Planning Grant
CTD	Coordinated Transit District
DAB	District Advisory Boards
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GPS	Geographic Positioning System
ITS/RA	Intelligent Transportation Systems/Regional Architecture
KDOT	Kansas Department of Transportation
LRTP	Long Range Transportation Plan
MAIN-MIS	Maintenance Management Information System
MAPC	Metropolitan Area Planning Committee
MAPD	Metropolitan Area Planning Department
MDT	Mobile Data Terminal
MIS	Major Investment Study
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPC	Mobility Planning Committee
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development
NHS	National Highway System
NITU	Notice of Interim Trail Use
PEA	Planning Emphasis Area
PIP	Public Involvement Policy
PL	Planning funds
PSC	Project Selection Criteria
SATS	South Area Transportation Study
SCAC	Sedgwick County Association of Cities
SIP	State Implementation Plan (for air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research funds
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zones
TC	Transit Center
TCSP	Transportation and Community, and System Preservation

TDM	Transportation Demand Management
TDP	Transit Development Plan
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
Title VI	Title VI of the U.S. Civil Rights Act of 1964, as amended
TMA	Transportation Management Area
TOC	Transit Operations Center
UPWP	Unified Planning Work Program
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
WAMPO	Wichita Area Metropolitan Planning Organization
WT	Wichita Transit

Appendix I DEFINITIONS

Terms used in this document are derived from, and conform to, 23 U.S.C.

Consultation means that one party confers with another identified party and, prior to taking action(s), considers that party's views.

Cooperation means that the parties involved in carrying out the planning, programming, and management systems processes work together to achieve a common goal or objective.

Coordination means the comparison of the transportation plans, programs, and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and adjustment of plans, programs and schedules to achieve general consistency.

Maintenance area means any geographic region of the United States designated nonattainment pursuant to the CAA Amendments of 1990 (Section 102(e)), 42 U.S.C. 7410 *et seq.*, and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act as amended (CAA), 42 U.S.C. 7410 *et seq.*

Major metropolitan transportation investment means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Management system means a systematic process, designed to assist decision-makers in selecting cost effective strategies/ actions to improve the efficiency and safety of, and protect the investment in the nation's infrastructure. A management system includes: identification of performance measures; data collection and analysis; determination of needs; evaluation, and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions.

Metropolitan planning area means the geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act must be carried out.

Metropolitan planning organization (MPO) means the forum for cooperative transportation decision-making for the metropolitan planning area.

Metropolitan transportation plan means the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Non-attainment area means any geographic region of the United States that the Environmental Protection Agency (EPA) has designated as a non-attainment area for transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

Regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to § 450.216 and § 450.324) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.

State Implementation Plan (SIP) means the portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under sections 110, 301(d) and 175A of the Clean Air Act (42 U.S.C. 7409, 7601, and 7505a).

Statewide Transportation Improvement Program (STIP) means a staged, multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIP and processes.

Statewide Long Range Transportation Plan means the official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

Transportation Improvement Program (TIP) means a staged, multiyear, intermodal program of transportation projects consistent with the metropolitan transportation plan.

Transportation Management Area (TMA) means an urbanized area with a population over 200,000 (as determined by the latest decennial census). The TMA designation applies to the entire metropolitan planning area(s).